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3 Nov 1961

MEMORANDUM FOR : [REDACTED]

SUBJECT : Bookkeeping System for "C" Flight Test Program

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1. Some considerable time ago I asked [REDACTED] when he was here, and [REDACTED] to put together their initial thoughts on some kind of a bookkeeping system which could be used by Headquarters to get an approximate numerical record of our success and failure experience in the various components and sub-components of the OXCART program during flight test. By way of background, it appears to me that there is no magic number such as 1,000 flight hours accumulated, nor rate of acquisition of flight hours such as 15 hours per month per airplane, which would have any meaning as to the state of operational readiness of this system. I feel that we should have, however, a reasonably good current numerical appraisal of a "how goes it" nature beginning with the initial flight testing and extending throughout the development phase under your cognizance and later under the operational branches' cognizance.

2. I do not expect, initially at least, any highly detailed plan for recording of this information. I should like to have you both reflect upon this matter and then discuss our subsequent steps to implement this request. This endeavor will have a second benefit which is to overcome the horrors of the operations branch that Lockheed will not have in hand a flight test manual and specifications with roll-out of the first vehicle. I believe that while such a set of complete documentation would be a rather marginal endeavor on the part of Lockheed, we in development activities must give some thought to these matters and produce at the outset an outline of test activities in terms of substantive test areas. I believe further that both this and perhaps the success/failure status will be of a growing nature as we become more familiar with the flight test activities and the equipment with which we are dealing.

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3. I should expect that [REDACTED] would of course cover the engine aspects and initially, at least, get into such levels of detail as performance of the Vickers hydraulic pump, ESD engine control and similar obvious potential trouble spots. [REDACTED] should cover the air frame from an aerodynamic structural sense as well as the autopilot, inertial guidance system, and give some initial thought to payload considerations. I should hope that

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fairly soon we will have aboard personnel who can assume the responsibility for this function on the payloads and in the communications and possibly personal equipment areas. I should like to discuss this initially with you within the next two weeks.

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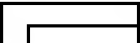
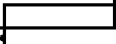


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